

**Report of the
13th Ad-Hoc Working Group Meeting for a gtr on Tyres
29 June 2012 (9:30 – 17:00)
Geneva**

1. Welcome and organisational matters

The chairman welcomed the attendees to this 13th session of the informal group.

Attendees: C. Parking (UK), I. Yarnold (Chair), Dan Davis (Canada), D.

Lescaill (France), Johan Berglund (OICA), K. Fujimura (JATMA), J. Makino (JASIC), K. Sato (JATMA), A. Pomarico (ETRTO), A. Yarcusko (RMA), A. Kahwaji (RMA), B. Rump (RMA), D. Freygang (RMA), S. Butcher (RMA), JC Noirhomme (ETRTO), K. Hodges (ETRTO)

2. Approval of the Agenda

The agenda TYREGTR-13-03 rev 1 was approved.

3. Approval of the minutes of last meeting

The report of the last meeting as shown in document TYREGTR-13-02 was adopted without observations.

4. Progress report to WP29

The Chairman reported that that the February meeting was a successful meeting in terms of resolving remaining open issues. He said that we are now in the closing phases and a great deal of expectation is put on this informal group meeting. He said that the hope is to have a working document being approved in GRRF September or February at the latest with the final adoption by WP29 in June 2013.

5. Revision of the informal document GRRF-72-23: see item 6 of the agenda.

6. Consideration of remaining open points from the previous meeting and from the GRRF 72 session

See list of decisions taken in annex 1.

The Chairman suggested sending the annex 1 of the agenda completed with decisions taken by this group and indications on decisions to be made by GRRF. The text of the gtr will be sent as working document without track changes.

7. Harmonisation of LT / C tyres follow-up

There is nothing new to report. Tests are ongoing.

8. Next steps

- Send the working document to the GRRF.
- USA and Canada to check if the gtr is neutral with respect to Type Approval and Self Certification.
- NHTSA to give their position on the proposal made for the plant code, hoping that China and India could also agree upon this.
- Ian Yarnold will give a feedback to B. Frost who will chair the next GRRF meeting.
- Canada proposed to check with USA for the review of the text by lawyers before September.

9. Any other business: none.

10. Date of the next meeting: will be during the next GRRF session on Wednesday September 19, 2012.

11. Close of the meeting:

The Chairman, Mr. I. Yarnold, closed the meeting and thanked all the participants for their contribution during the discussion.

Annex 1:

- Page 1: The title has been harmonized to be consistent with other gtrs.
- Scope: To discuss exclusion of Special tyres (ST) for trailers in highway service and LT/C Tyres (with tread-depths greater than or equal to 14.3 mm). Questions were raised about which tests apply on these tyres. If the scope remains unchanged, a definition of special tyres for trailers has to be added after clause 2.52.
That's an issue for the Authorities and therefore it was agreed to add a paragraph saying that Contracting Parties may optionally decide to exclude these two categories of tyres. A definition of ST tyres has been added as new paragraph 2.54.
- Clause 2.51 and 2.52: Snow tyre definitions.
The definitions of snow tyres for use in severe snow conditions have been aligned on the ones of Reg. 117.02 with a footnote to allow option by CPs to select the test procedure(s) shown at their discretion.
It was noted that Canada was not totally in agreement with the definition for snow tyres as given in Reg. 117 and would prefer to keep the existing definition in the gtr. He also questioned about the need to keep the definition of snow tyres with M+S mark in the gtr.
- Clause 3.1.2 - Plant code:
It was agreed to differentiate between manufacturers with and without a representative in USA. Two new paragraphs 3.1.2 and 3.1.2.1 have been added to propose a fixed plant code for manufacturers without representative in USA. GRRF needs to decide on the content of the fixed plant code.
- Add a new Clause 3.2.1.9 to define the fonts to be used for Tyre Identification Number:
The requirements of OICA (TYREGTR-13-04), from the Government point of view, are not related to minimum safety requirement and therefore CPs considered that they cannot take a decision about a proposal which is manufacturing process related. The proposal is to handle those requests outside the regulatory framework.
It was agreed to add the font OCR-B in addition to the ones already agreed by NHTSA as well as the dimensions of the characters (in paragraph 3.2.1.10).
- Clause 3.2.1.1: As requested by GRRF, amend to read "...is a 3 digit universal plant code..."
- Clause 3.2.1.3: As requested by GRRF, amend to read "...with 4 digits..."

- Clause 3.3.10: As suggested by GRRF, reference is now made to the run flat test.
- Clause 3.5.1, 3.12.3.1.2.2., 3.12.3.2.2.2.and 3.16.1.5.: References to Type Approval have been removed.
- Clauses 3.5.2 and 3.5.3: It was agreed that the footnote 2 should refer to appendix 3. Footnote 1 was left unchanged.
- Clause 3.6.2.5: The statement that the test is completed when the plunger touches was left unchanged pending final decision from NHTSA.
- Clause 3.7: The text of paragraph 3.7.1 which states “with rim diameter code greater than or equal to 10” was left unchanged pending final decision from NHTSA.
- Clauses 3.9.3.5 and 3.10.3.6: India requested clarity on the reasons for measuring the pressure at the end of the test.
The reason is that at the beginning of the paragraph, it is requested to measure the pressure between 15 and 25 minutes after the test to check the tyre integrity.
It was agreed to correct the text of clauses 3.9.3.5 and 3.10.3.6 to indicate a pressure measurement between 15 and 25 minutes to be consistent with paragraphs 3.9.1.3 and 3.10.1.2.
- Clause 3.11.3: As requested by GRRF, all the letters have been written out instead of “symbols F to S”.
- Clause 3.12.1: To table of wet grip requirements has been amended to reflect the new snow tyre definitions. There is no change in the limit values.
A new definition for normal tyres has been added in paragraph 2.30.
- Clause 3.14.2: India request that the text should be rechecked versus FMVSS119. Clarifications were given in the informal document TYREGTR-13-01. It was agreed that the temperature for the conditioning of the tyre should not necessarily be 21°C as per FMVSS119 but could be “ambient room temperature”.
- Clause 3.19.2.3: Agreement on the request from India (GRRF-72-16) to check this paragraph according to test procedure of FMVSS139 for High Speed performance which says “If loss of air exceeds 14 kPa (2 psi) during the conditioning period, determine cause, correct if possible, and recycle tire through the conditioning period” Ref : TIRE CONDITIONING (S6.2.1.1.2 and S6.2.1.1.3)”. The above text does not exist in FMVSS139 but is written in a separate document which is a not regulatory document but is just an explanation on how to run the test (test procedure).
- Appendix 9 refers to SRTT: It was agreed to add the definition of SRTT.

- Clause 3.8.1: Tables of limit values have been aligned on the ones of UNECE Reg. 117.02. and a definition of “Traction” tyres has to be added in paragraph 2.62.
- Clause 3.10.3.1: the speed of 110km/h has to be added for snow tyres for use in severe snow conditions to be consistent with FMVSS 139. Clause 3.9.3.3: the wording was aligned on the general definition: “snow tyres for use in severe snow conditions and marked with the 3PSF”. Clauses 3.17.3.3 and 3.18.3.1 for LT tyres were amended similarly.
- Clauses 3.8.7 and 3.12.4: It was agreed to add “...or other assessment protocols”